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THE HONGKONG DISPENSARY
AND KOWLOON DISPENSARY.
Hongkong, 19th July, 1909. [29]NOTICE TO CORRESPONDENTS.
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The Daily Press.

HONGKONG, AUGUST 31ST 1909.

If the announcement be correct that an agreement has been come to between China and Japan regarding the Chientao and the Fukumura Railway, and the other principal points in dispute in Manchuria, be correct, there is every reason to congratulate both China and Japan on the removal of a very dangerous complication. Throughout the dispute, it is satisfactory to notice, China had displayed an amount of good temper, which has been unfortunately not always present in her other negotiations, and she has been so far wise that she did not permit in this case the affair to fall into the hands of the professional agitators, who have done so much to make their country contemptible in the eyes of the other Powers. In September, 1907, we gave a sketch of the position in the Chientao, the "unoccupied circuit" between China and Korea, which for long had been closed to occupation by either Power in order to prevent inter-communication between the two countries. The land itself actually belonged to China, who in those days maintained an effective frontier guard to prevent smuggling, as it was called, between the two countries, and this was one of her last efforts to maintain herself in isolation from her neighbours. The principle is here not in question; the fact is notorious. Till, in fact, the defeat of the Chinese in the Japan war, the Chientao remained entirely unoccupied, except that in the latter days a few robbers, owing allegiance to neither China nor Korea, used

to make it the scene of their operations, and plunder both indifferently. The Chinese, after the treaty of Shimonoseki, had little interest in Korea, and seem to have neglected from sheer carelessness the guarding of the Chientao. Still, according to old treaties, the Yalu and the Tumen rivers remained, as before, the northern boundaries of Korea on the west and east, respectively. The treaty of Portsmouth made little reference to boundaries, as these had never been in dispute; still it provided that Japan was not to erect fortifications along the Tumen, which would certainly have been a needless clause if Korea's actual boundary had then, or at any period, extended fifty miles further to the northern fringe of the Chientao.

It was then but natural that the claim, for the first time put forward by Japan, should have seemed to Russia to contravene what she considered as one of the important stipulations of the Agreement; it was also natural that England, whose commercial interests were concerned in linking up the railways between Chili and Mukden, should hesitate to endorse the prohibition by Japan of the construction by China of the Haemintun-Fukumura line. We are not now, fortunately, concerned with the reasons which led Japan to press her claims in either direction. Still, there is no doubt that, considering the amount of explosive material that was lying about, caution would have been reasonable. England in the hands of socialist amateurs, one of whose fads was that Japan was benevolently guarding us for the Pacific, it is true, might be relied on not to go beyond the mildest of remonstrance; Russia was still too much occupied trying to suppress her own proletariat; and China—well, she need not be thought of. And so Japan thought the world wagged till a few months ago. France had made friends with England, and found the feeling reciprocated; but she had done more—she was not content till she had got Russia to join the baby-house. Then the United States commenced to think that they had made a mistake in not cultivating China a little more; there was evidently a powerful nation who rated China at a higher level than did Japan—perhaps she had made a mistake—who knows? Finally KING EDWARD had invited the Tsar NICOLAS II. to pay him a visit: and they had talked long and confidentially. Now KING EDWARD knows the political aspects of the world as well, or probably better, than any foreign minister in Europe, and it was certain that amongst the things that entered into their confidential communications at Cowes was this little affair of the relations between China, Russia and Japan. Altogether, there was much to be said in favour of making a friend of China. America thought it worth while; Russia, evidently, thought it worth while; and Japan has evidently also now found it worth while to join in the procession.

Indeed, the whole story, now that the solution has been found, reads not unlike the old nursery tale. The woman wanted to go over the style to pluck the "bony bunch of raspberries" at the other side, but needed a stick to help her to cross, and all animated nature combined to prevent her. After the crowd had been vainly invoked one after the other, one more complaisant than the others consented if she would fetch a jugful of water in a sieve. It was the crow who suggested plastering the sieve with mud that finally got over the difficulty, with the result that each of the animals, who had before refused, ran in haste to fulfil the old lady's requests. Japan has evidently discovered how to carry the water in the sieve, and the result is instructive. First, the Chientao belongs to China second, the Haemintun-Fukumura Railway will be built; third, Japan works the Fu-han and Yentai collieries; fourth, the railways will be taken into the city of Mukden; fifth, the Newchwang and South Manchurian Railways will be joined up, and connection made with the portland settlement at Newchwang. Now, all these things are very much for the advantage of China, as they will be also very much to the advantage of Japan; and we may go still further, and say with assurance they will be for the advantage of the whole world having any interest in the concerns of the Far East. But more advantageous in the immediate future is it that the scratching and caterwauling which has been going on for two years, very much to the annoyance of the neighbours, and of not the slightest benefit to either of those concerned, will have no more occasion for breaking out afresh; and we hope may be considered as finally ended. China has lately had much to answer for in the way of seeking to place herself at cross purposes with her best friends, and it would be well for her also did she take to heart the lesson, though, in this particular instance, it is to

her credit that she has succeeded in controlling her temper under somewhat aggravating circumstances. Still, with every desire to give credit for the dispersion of a very ugly and dangerous position to both Japan and China, we fear we can congratulate neither on having materially contributed to the result—the real influences at work having been the effect of the recent rapprochement between Russia and England. The conference between the two sovereigns has really more to say to the satisfactory result than all the wisdom of the East. Still, as it has come about, the least said as to the means the sooner mended.

The report of the proceedings at the Supreme Court yesterday appears on page five.

Dr. Amos P. Wilder had a conference with President Taft at the White House, Washington, on the 26th inst.

An interesting judgment on the "practice of the wharf" in Hongkong was delivered by the Chief Justice yesterday in the Supreme Court.

The hearing of the action for damages for criminal conversation will be resumed to-morrow, when Mr. Lunn will be called in defence.

The Government proposals relating to Liquor Licences will not be discussed at the meeting of the Legislative Council which is called for to-morrow.

Attention has been called to the activities of a band of Sikhs missionaries at Shanghai by the marriage of an Indian to a Chinese bride who had become a convert to Sikhism.

At the suggestion of the Commissioners of Constitutional Reform a scheme is being drawn up under which every Chinese male of a certain age must join the Army on pain of a fine of so much a month.

The *Washington Times* says:—These Chinese may be a trifles old fashioned in some regards, but it isn't every enlightened nation that can get the whole world quarreling about the privilege of loaning it money.

For snatching a bangle from the arm of a girl in Queen's Road West on Sunday, Mr. Wood at the Magistracy yesterday sentenced two natives to twelve months' imprisonment, six hours' stocks and two whippings of twelve strokes each.

Signals to indicate the departure of the ferry launches at two minutes and one minute from time are being erected at the Hongkong wharf similar to those at Kowloon. They will be appreciated as avoiding needless sprints on the part of fares.

A native who appeared before Mr. J. H. Wood at the Magistracy yesterday on a charge of returning from banishment, informed his Worship that he was saving sufficient money to carry him to Canton. The Magistrate sentenced the offender to six months' imprisonment and four hours' stocks.

A Washington telegram dated the 26th inst. reported Major-General Wilson to be dying. General Wilson returned to the United States from Manila about eight months ago. Infirmities contracted during his tour of duty in the Philippines, the telegram says, are responsible for his present condition.

A Chinese youth was charged before Mr. J. H. Wood at the Magistracy yesterday with the larceny of a bicycle from Wanchai, and with stealing \$3 and some title deeds from a woman at Kowloon City. Both charges were proved, and the defendant was sentenced to six weeks' imprisonment on each count.

A German sailor appeared before Mr. F. A. Hazland at the Magistracy yesterday on a charge of being drunk and disorderly and damaging furniture in a cell at the Central Police Station. His Worship ordered the defendant to pay a fine of \$3 on each charge.

Before Lieut. C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday the master of the steam launch *Tak On* was fined \$5 and had his certificate cancelled for failing to observe the rules of the road. The defendant will be required to pass a further examination before regaining his certificate.

A native named Wong Kam was arraigned before Mr. J. R. Wood at the Magistracy yesterday on a charge of kidnapping. The defendant is alleged to have enticed a girl fifteen years of age away from her home at Wanchai and placed her in a brothel at West Point. The hearing of the case was adjourned, and the defendant was admitted to bail in the sum of \$500.

The play which the Bandmann Merry Little Mails will stage on their return to the Colony from Manila will be "Hook of Holland," "Haram," and "The Girls of Gottemberg" (2nd edition). They start with the first-named comedy on Friday next. Their farewell performance on Tuesday will be a variety entertainment, including the Apache dance and a grand Rose Ballet.

Two stallholders in the Soko Market at Wanchai appeared before Mr. F. A. Hazland at the Magistracy yesterday on a charge of cutting and wounding. The complainant was stated to have spoken disparagingly of the goods sold by the defendants, in consequence of which the latter attacked him with a chopper. His Worship discharged the first defendant, and remarked that as the second had received great provocation he would allow him the benefit of a fine. He ordered the second man to pay a fine \$25, the alternative being one month's imprisonment.

When the new Viceroy of the Liangjiang was at Shanghai the other week, a number of valuable papers and some money were abstracted from his baggage by a gang said to consist of four notorious scoundrels. The robbery took place in the French Concession and since then the French police have been instrumental in having one of the suspects arrested in Nanking. He now lies in prison in Shanghai pending the apprehension of his accomplices.

Mr. J. H. Wood presided over a meeting of Justices of the Peace held at the Magistracy yesterday afternoon, and there were also present Messrs. F. J. Badley and C. D. Melbourne. The business was to consider an application from Mr. E. A. Kennedy for the transfer to him from Mr. A. E. Gagnon of the publican's license to sell by retail intoxicating liquors on premises No. 2, Pak Shui Wan, Shekukwan Road, under the sign of "The Belle View Hotel." The application was adjourned until the 10th ultimo.

Two of the largest funerals which have ever taken place in Macao were witnessed on Saturday last, one being that of the late Rev. Mother Superior, Teresa Lucia, of the Capuchin Institute at St. Antonio, and the other, the wife of Mr. Carlos d'Assumpao, the chief Chinese interpreter of the *Expedition Sistico* (Macao), Mrs. Merilde de Serra Fernandes d'Assumpao. All the ecclesiastical, military and civil corporations took part in the funerals and the services at the resting place. The Rev. Mother Teresa Martinola, of Hongkong, and staff were among the chief mourners at the funeral of the former, and Mr. J. M. de Castro Basto and family (also from Hongkong) were among those who attended the latter.

A Chinese shroff employed in the comrade's office at Messrs. Butterfield and Swire's was charged before Mr. F. A. Hazland at the Magistracy yesterday with obstructing a lukong in the execution of his duty. It appears that the defendant did not believe the lukong was a genuine member of the force, and just as the latter had arrested two prisoners the shroff pushed the prisoners and the policeman into his office, locked the door and rang up the Central Police Station. On the arrival of a constable from the Central Station the lukong was identified, and the defendant was yesterday called before the Court. His Worship imposed a fine of \$100, the alternative being two months' imprisonment.

Following is the programme of the Grand Promenade Concert to be given under the auspices of the Catholic Union in the compound of the Roman Catholic Cathedral to-morrow at 9 p.m.—

PART I.
March ... "Entry of the Gladiators," Band of the Buffs.
Song "The Amorous Goldfish," Miss Park.
Selection "The Girls of Gottemberg," Band of the Buffs.
Comic Song..... Selected Mr. Tambe Bell Revere "La voix des Cloches," Band of the Buffs.

PART II.
The Blind Beggar Mr. Peale & Mr. Collier.
Interval of 10 minutes

PART III.

Selection "A Country Girl," Band of the Buffs.

Comic Duet ... "The blow nearly killed father," Cornet Solo ... Selected Mr. J. Duffy.

Violin Solo ... Selected Prof. Gonzalez.

Characteristic Folks "The Jolly Cobbler," Band of the Buffs.

God Save the King.

PART IV.

Selection "A Country Girl," Band of the Buffs.

Comic Duet ... "The blow nearly killed father," Cornet Solo ... Selected Mr. J. Duffy.

Violin Solo ... Selected Prof. Gonzalez.

Characteristic Folks "The Jolly Cobbler," Band of the Buffs.

God Save the King.

PART V.

The Select Committee appointed to consider the question of amending the Market Bye-laws will also submit its report.

Mr. Shelton Hooper, pursuant to notice, will move:

"That in the interest of the Public Health of this Colony it is desirable for the Government to clear all brushwood from Crown land in the close proximity of dwelling houses which is likely to be detrimental to the Public Health owing to its harbourage of mites and insects on the ground that the existence of such brushwood is a nuisance detrimental to the Public Health."

"The cost of such work to be paid for out of the Public Funds, and that where such brushwood is on private land the owners be called upon to clear it at their own expense."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

"On the 30th at 11.55 a.m.—The barometer has fallen slightly in Japan, and risen a little over Indo-China.

Pressure remains low over Manchuria. It is high over S.W. China, and over the Pacific to the E. of Japan.

Gradients continue slight, and light S.W. winds may be expected in the Formosa Channel and light E. and N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood { Variable winds, light; fine.

Formosa Channel light.

South coast of China between Hongkong and Lantau. { Same as No. 1.

South coast of China between Hongkong and Hainan... { Same as No. 1.

Hongkong & Neighbourhood { Variable winds, light; fine.

Formosa Channel light.

South coast of China between Hongkong and Lantau. { Same as No. 1.

South coast of China between Hongkong and Hainan... { Same as No. 1.

Hongkong & Neighbourhood { Variable winds, light; fine.

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SHIPPING NOTES.

The North German Lloyd has sold its steamers *Bayern*, *Sachsen*, and *Preussen*, which were constructed in 1886, to Italy. The steamers were engrossed in the trade to the Far East.

The new compass recently adopted by the German Government for their warships is a remarkable instrument. It is known as the gyroscope compass, and is the invention of Dr. Anschütz-Haempfe. A 9-pound wheel mounted in a holder of quicksilver is made to rotate at the rate of 21,000 revolutions a minute by an electric motor. After running for two hours the wheel is set in the direction of the mathematical meridian, which direction it maintains. The advantage of the new compass is that it is entirely unaffected by neighbouring iron or steel, or by vibrations and rolling of the vessel. A compass card attached indicates direction in the usual way.

A notification published at Shanghai regarding the removal of Aids to Navigation in the old Ship Channel over the Woosung Inner Bar, and alteration in Aids to Navigation in Gough Island (Astrea Channel), states that owing to the rapid shoaling of the Channel leading over the Woosung Inner Bar, all Aids to Navigation in that Channel will be removed on the 15th of next month, while on or about the above-mentioned date a number of important changes are to be made in the marking of the Astrea Channel. This practically means that the old Ship Channel will be closed to navigation from the 15th Sept., and that the Astrea Channel will be alone available for steam navigation from that date.

From an examination of the figures contained in the new volume of "Lloyd's Register" it appears that in the course of a twelvemonth the world's shipping has but slightly increased. The total is returned at 41,449,000 tons as against 40,922,000. The proportion under the British flag is given as 18,826,000. There has been an augmentation in size rather than in numbers. It would appear that there are to-day rather more than 130 vessels in excess of 10,000 tons gross, and that of these seventy-two are under the British flag. There is nothing, of course, to beat the *Lusitania* and the *Mauritania*, which are still the only vessels afloat in excess of 30,000 tons. The Germans, it is true, are now the possessors of a ship of 27,000 tons in the shape of the *George Washington*, but they are contemplating no bigger vessels at present, whereas the White Star Line has two steamers under construction, which it is said will be of 40,000 tons. If we take vessels of 20,000 tons and upwards, the United Kingdom is at present credited with six, Germany with three, and Holland and the United States with one apiece. When we come to the question of speed, the British position is also satisfactory. The list of fast ships has, of course, received a large accession owing to the development of the turbine in connection with cross-Channel traffic. Of 101 steamers capable of twenty knots and upwards, sixty-one are under the British flag, ten belong to the United States, nine to France, six to Germany, and seven to Belgium. Holland and Japan must also be credited with three apiece, and Russia with two.

Answering a question in the House of Commons as to whether in any one single instance the Russian Government had indemnified a British shipowner for the sinking of his vessel by Russian warships during the war in the Far East, Mr. McKinnon Wood said: In the case of the *St. Kilda* and *Ikhona* the Supreme Prize Court at St. Petersburg has decided that the owners of these vessels are entitled to compensation. As regards the *Ikhona*, the Libau Prize Court has assessed the compensation for the destruction of the vessel at, roughly, £52,000, but the Russian Government have intimated that, in view of an appeal which has been lodged in respect of a small portion of the claim, no payment can be made until after the appeal has been heard. The Libau Court will no doubt assess the damages to be paid in the case of the *St. Kilda* in due course.

Since the introduction of the import duty in Eastern Siberia, it has frequently happened, Messrs. Kunst and Albers inform us, that masters of vessels bound for Vladivostok and Nikolajefsk do not comply with the Russian Customs regulations and that the shipping documents for cargo to be discharged at Vladivostok and Nikolajefsk are not made up in accordance with the regulations—a series of inconveniences equally awkward for the Custom-house, for the ship's agents and the ship's company. In many instances heavy fines have been the result of these offences. Upon arrival of a steamer the Captain has to present to the Custom-house the ship's documents (ship's register and articles), manifest of all cargo, a complete set of bills of lading, which are to be signed by the captain or the agent at port of shipment, passenger list with number of pieces of luggage, complete list of stores and provisions. The master has also to sign a so-called Captain's Declaration, and to state in the same amongst other details:—The number of packages to be discharged as per manifest, all goods and—articles on board not manifested nor stated in the store and provision lists. After this declaration has been signed by the Captain, the vessel will be searched by the Customs' officers and, if any goods and—articles are found that have been hidden or have not been recorded in the manifest, Captain's declaration or store and provision list, such goods or articles will be treated as contraband. It is a general rule that nothing should be hidden and everything declared. The Bills of Lading must contain—Marks and numbers the same as shown on the goods. The number of packages, the nature of

packing (whether cases, casks, &c., the term "packages" not being admissible), a proper commercial description of the goods (general terms such as "merchandise," "drugs," &c., not being admitted). The gross weight. (Note: The total gross weight and the total number of packages of each B. of L. should also be given in letters, not in figures only). The Manifest should give a proper specification of the goods as shown in the Bills of Lading, and the current numbers of the latter should correspond with the manifest. The manifest is to be signed by the agent at port of loading and a spare copy should be supplied for agent's use. All entries or alterations in the Bills of Lading and/or manifests should be avoided altogether, else same have to be authenticated at the port of shipment by the Port Authorities. Bills of lading made out to "Order" or "Bearer" must be endorsed by the shippers. The importation of the following articles is altogether prohibited:—Playing cards [Chinese and Japanese included.] Margarine, produce, pork and all preserves, sausages, &c., made of pork. Patent medicine [unless special licence granted].

A joint conference of the Institution of Engineers and Shipbuilders in Scotland and the North-East Coast Institution of Engineers and Shipbuilders opened recently in the new headquarters of the first-named institution at Glasgow. Mr. C. P. Hogg, the president-elect, said in a written address:—Commerce was not satisfied to-day with the result obtained yesterday. Owners of merchant ships were formerly satisfied with a coal consumption of 1.5lb. per indicated horse-power per hour, but to-day that figure had to be reduced by about 1.25lb. Associated with this demand for increased economy of working there had been a call for higher speeds, and whereas a short time ago 20 knots was considered a good speed for cross-Channel steamers, 23 knots to-day was regarded as almost an ordinary result. In the case of intermediate steamers 16 knots was formerly deemed a sufficient rate of speed, but owners under the same conditions now call for 18 and over 20 knots, which required a high propulsive efficiency. It was the same in other departments of engineering. To quote only one instance, bridge engineers are now expected to give a higher load capacity per unit of area for a less quantity of metal and at lower cost. With these conditions facing engineers no one could gainsay the advantage of collateral experience which resulted from the conference of technical institutions.

The judgment in the Chinkiang collision case has now been rendered by the German Consular Court, Dr. Ney, President, and Messrs. Zickermann and Lundt, Assessors. This was a suit brought by Melchers and Company and the Norddeutscher Lloyd against Captain Goertz, owner and master of the a.s. *Ascania*, which vessel ran down and sank the plaintiff's bulk *Bremen* in February last. The Court decided in favour of the defendants, and in the written judgment, which is several columns in length, the grounds given are *force majeure*, there being an underrace running at the time of which the defendant could have had no knowledge and carried the *Ascania* against the *Bremen*. Although no announcement has been made officially, it is understood, says the *Shanghai Mercury*, that there is every likelihood of an appeal to Leipzig.

AN EXTRADITION CASE.

WARRANT.

Before Mr. J. R. Wood at the Magistracy yesterday the case concluded in which the Chinese Government applied for the extradition of Sun A Wan to China on a charge of armed robbery.

Mr. H. L. Dennis, Sen., from the office of the Crown Solicitor, made the application on behalf of the Chinese Government, while Mr. Otto Kong Sing appeared for the defendant.

Mr. Kong Sing, when the evidence concluded, asked his Worship to note a few points which he intended to raise on behalf of the prisoner. The first was that the provisional warrant issued by his Worship on July 14th was bad, inasmuch as the information was insufficient to justify the warrant. His next point was that the arrest of August 10th was illegal, inasmuch as the prisoner was in illegal custody from the 4th to the 10th August, and that the arrest took place in the jail while the defendant was in illegal custody. Although he had not seen the information, Mr. Kong Sing submitted that his Worship could not have been in possession of sufficient information on August 14th to justify him issuing the warrant he did. On the date mentioned the witnesses in the case had not arrived in the Colony, and Mr. Dennis did not know what the evidence was going to be. In support of his contention Mr. Kong Sing referred his Worship to the judgment in the *Iu Kai Shing* case, and more particularly to the part which dealt with the form of warrant issued by the magistrate in the case. With regard to the arrest, he could not quote any authorities, but if the warrant was bad the arrest must be bad, and all the proceedings thereafter. He submitted that on August 4th it was his Worship's expressed intention to discharge the prisoner on the first charge preferred against him. The speaker appeared before the Court on August 4th, and the requisition was not forthcoming. He submitted that his Worship, in remanding the case for another week, held the defendant in illegal custody, as the prisoner was entitled to his discharge on the date mentioned. If a man was discharged he was entitled to his freedom, if only for a moment. The defendant was never out of custody. He was rearrested in the jail, within the precincts of the Court, and that was illegal. His Worship reserved his decision.

PARIS LETTER.

(Specially written for the "Hongkong Daily Press".)

JULY 30TH, 1909.

BLERIOT'S FLIGHT ACROSS THE CHANNEL.

France is indeed to be congratulated on her good fortune. The first person to ever cross the Channel in a balloon 124 years ago was a Frenchman, the first person to have ever succeeded in flying across the Channel was also a Frenchman. Everyone here felt confident that the unfortunate Latham would be the first to have accomplished the remarkable feat. Bleriot, however, won the blue ribbon, by crossing the Channel in perfect ease and without the slightest fuss. For years that had been his sole ambition; for years he had made huge sacrifices to realise something extraordinary in the way of aviation. When he came to Calais with his wonderful machine, he not only was determined to "do" the Straits of Dover, but felt confident of success in advance. After poor Latham's first failure, he seized the earliest possible opportunity to show the world what he could do. He seemed to have made up his mind all at once to fly across the Silver Stream; after a short flight about Sangatte, by way of testing his machine, he headed it for Dover, and almost before anyone was aware of it, he had safely alighted at the back of Dover Castle to the world's admiration, thus winning the much-coveted *Daily Mail* prize of £1,000. His age is 37, and he crossed in 37 minutes. One can only express unbounded delight at M. Bleriot's well-deserved success. He worked hard, and he was certain to succeed. The magnificent welcome extended both at Dover and in London to the "hero of the hour" and Mme. Bleriot was warmly appreciated, and was intended not only as a personal compliment but a compliment to France. On hearing of the good news Mme. Bleriot remarked: "I knew that if anyone crossed the Channel in an aeroplane my husband could do it." For a short time the gravest anxiety prevailed, for the triumphant aviator lost himself in the Channel; happily M. Bleriot's powerful light motor in which he always had so much confidence proved a true friend to him to the last. After what has happened, the sea can no longer be looked upon as a barrier. "Before five years are out England will have ceased to be an island," remarked M. Quinton, President of the Aerial League, on being told of the result of the flight.

BLERIOT FEVER.

Since the return to Paris of M. and Mme. Bleriot from London, the French capital has naturally been seized by a violent attack of Bleriot fever, and for the moment everything else, including the new Cabinet and its programme, is forgotten. Public interest is reflected in the newspapers, which, of course, devote an enormous amount of space to M. Bleriot's great achievement and London rejoicings in his honour. The signal honour of having been the first person to have ever flown across the Channel is thought a great deal more of by M. Bleriot—who is a wealthy French engineer—than the actual handsome prize of £1,000 presented to him in a silver cup at the luncheon at the Savoy Hotel. Hardly had the train pulled up at the platform of the Gare du Nord than thousands of voices shouted "Vive Bleriot!" Had the arrival been of an Emperor or King the welcome could not have been more imposing. Beyond doubt it was an essentially popular manifestation, an ovation in which the people took possession of their hero and ignored the police and their arrangements. Magnificent bouquets were offered to Mme. Bleriot, who had already been presented with beautiful bouquets in London prior to her departure. Everyone was anxious to kiss and shake hands with the proud "Channel-Flyer." The Government was represented on the platform by M. Barthou, the Minister of Justice, and by M. Millerand, Minister of Public Works, who offered M. Bleriot the Government's heartiest congratulations. On the crowded platform were also noticed M. Santos-Dumont, and the leading members of the Aero Club. The carriage outside the station had been decorated with tricolour ribbons; to the delight of both father and mother, their chubby children were awaiting them outside the station, and the meeting was a most affectionate one. For four miles, all the way from the Gare du Nord to the Aero Club in the Champs-Elysées, the happy couple drove through streets lined with cheering people. All Paris seemed to be out of doors, and from windows and balconies—many of which were decorated—men, women and children waved hands, flags and fluttered handkerchiefs. At the reception at the Aero Club held in honour of M. and Mme. Bleriot and children, the president, Le Comte de la Vaalx, after kissing M. Bleriot fervently on both cheeks, pinned on his breast a special gold medal reserved for the pioneers of aviation, and which represented the highest award which the Club could bestow.

The health of the hero and that of his wife and family were drunk in champagne; before leaving M. Bleriot was presented with a magnificent work of art—a joint gift from his workmen. M. Bleriot was very much moved at his reception both in London and Paris, and when the famous tricolour flag with which M. Fontaine had shown him where to land was handed to him on his arrival in Paris he shed tears of joy and reverently kissed it. "I shall never call the English a quiet people again," he smilingly remarked to M. Barthou on the platform. He needs rest, as he still suffers from his foot; the festivities in London and Paris proved more fatiguing to him than the flight itself. After his magnificent success he may be tempted to try the flight from London to Manchester of 175 miles for which the *Daily Mail* offers a prize of £10,000. He promised his wife that he would not cross the Channel, but he did and has been rewarded for his bravery. May he prove equally successful, for the sake and honour of France, should he decide to compete for the London and Manchester prize.

SYMPATHY WITH LATHAM.

Everyone feels heartily sorry at M. Hubert Latham's second failure; on the last occasion he certainly made a magnificent flight, which only failed as he weathered the end of the Admiralty Pier at Dover. To be so near and yet so far must indeed have proved terribly disappointing to the enterprising aviator, who will ever be remembered as the first person to have ever attempted the Channel flight. Considering he was travelling at the rate of more than a mile a minute on his second attempt, had all gone well he would have had no difficulty in reaching Dover in half the time—say, quarter of an hour at most—that Bleriot did. The latter offered him half his prize money—£500—if he succeeded in joining him, as Latham so confidently expected the same day or the next. The machinery unfortunately again went wrong when a mile and a half off Dover, precipitating him into the sea, from which he was promptly rescued in an injured condition. Mr. Latham, who was one of the first to congratulate Bleriot on his success, could not help shedding tears at the thought that he had not been the first to claim the great honour. After his period of rest, as prescribed by his physician, Mr. Latham will again try his luck; his intention on the last occasion was to fly from Sangatte to London. Mr. Latham is advised to adopt a different machine, in other words, to construct on the lines of the monoplane, instead of the bi-plane. As for the Comte de Lambert, he has for the present at least postponed his intention to fly across. This is a pity, as it would have been interesting to watch the results of his flight. Mr. Latham still enjoys public sympathy and admiration, and he can rest assured that his future efforts—for the majority are convinced of his ultimate success—will be watched with the most sympathetic interest in spite of his run of bad-luck.

THE NEW CABINET.

No French Minister can be called an all-round popular man: whoever he is, he is certain to be denounced and an attempt made to throw him out. These are common-place political tactics in France and are to be expected whenever a new Ministry or Cabinet is formed. No sooner had M. Aristide Briand succeeded in his arduous task of forming a Cabinet than discontent started growing in the ranks of the Radicals and Radical Socialists. Clouds are already gathering over the heads of the new Cabinet; its existence, however, will be longer than its enemies anticipate. M. Briand is one of the best men President Fallières could have appointed to succeed Mr. Clemenceau. The reappointment of M. Pichon as Foreign Minister is a wise step, and means that there will be no change in the foreign policy of the French Government. Further, the continuance in office of M. Pichon gives satisfaction to Germany. Taken altogether M. Briand may be congratulated on having formed a strong Ministry—opportunist in the best sense of the word, exceptionally capable for purposes of administration, and determined to put the fighting forces of the Republic on a basis of inimitable efficiency and discipline. He is a man of practical ideas, and has given the Chamber to understand that he means to govern, and that he will not submit at their hands, any more than at the hands of working men, or of public servants who forget their duty, to any encroachments upon the rights of the Government. M. Briand is "the right man in the right place" for France. The Premier has already made an exceedingly good impression in the Chamber and throughout the country by his modesty and moderation, proposes to follow a policy of peace, progress and reform, and to remain faithful to the friendships and alliances which have been entered into already. His foreign policy will follow on the lines laid down by M. Clemenceau's Ministry. M. Briand intends to take the question of the Navy very seriously: the appointment of Vice-Admiral Boma de Lapayevre—the youngest of the French Vice-Admirals—as Minister of Marine means that the French Navy will henceforth be looked after by a practical seafaring man. The new Premier further aims at carrying through a scheme of workmen's pensions, to be followed by a system of social insurance for all workers.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 10th August.

Present:—Messrs. W. H. Wallace (Chairman), W. K. Kruse, Jim Nee Kar, J. Mencarini, S. Okuyama, W. Wilson, the Health Officer and Secretary.

THE SAMPAN QUESTION.

A further communication was read from the Haifangtung concerning sampans. The Council saw no reason for altering their former decision in this matter, conveyed to the Haifangtung in their letter of the 29th July last. The health of the hero and that of his wife and family were drunk in champagne; before leaving M. Bleriot was presented with a magnificent work of art—a joint gift from his workmen. M. Bleriot was very much moved at his reception both in London and Paris, and when the famous tricolour flag with which M. Fontaine had shown him where to land was handed to him on his arrival in Paris he shed tears of joy and reverently kissed it. "I shall never call the English a quiet people again," he smilingly remarked to M. Barthou on the platform. He needs rest, as he still suffers from his foot; the festivities in London and Paris proved more fatiguing to him than the flight itself. After his magnificent success he may be tempted to try the flight from London to Manchester of 175 miles for which the *Daily Mail* offers a prize of £10,000. He promised his wife that he would not cross the Channel, but he did and has been rewarded for his bravery. May he prove equally successful, for the sake and honour of France, should he decide to compete for the London and Manchester prize.

POLICE REPORT.

The Captain Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons:—Breaks and Slashes, 1; assault, 3; Improper use of police whistle, 1; assault, 3; burying a corpse without a permit, 1; Kidnapping, 1; debt, 7; quarreling without a licence, 1; permitting gambling, 1; encroaching on land, 3; obtaining money under false pretences, 1. Summary arrests:—Offering for sale meat unfit for human food, 1; theft, 5; being in possession of counterfeit coin, 1; assault, 3; obtaining money under false pretences, 2; being abroad after 12 midnight without a light, 1; being in unlawful possession of firearms, 1.

THE CHAPMAN EVANGELISTS IN HONGKONG.

Dr. J. Wilbur Chapman and Mr. Charles M. Alexander and their party of evangelists, numbering over a dozen in all, arrived in the Colony yesterday from Australia by the N.Y.K. steamer *Kumano Maru*.

Dr. J. Wilbur Chapman and Mr. Charles M. Alexander have been together in evangelistic work for two years past. They are said to be exact complements of each other in their work. Mr. Alexander prepares the audience for Dr. Chapman's message and the preparation is quite as essential as the word which follows.

Dr. Ford C. Ottman, a member of the party, is a very close friend of Dr. Chapman, and has assisted in various of the latter's evangelistic undertakings in recent years. Dr. Ottman has never devoted himself exclusively to evangelistic work, but for the past twenty years has been known as a very successful pastor-evangelist. His pastorate have been in Newark, New Jersey, and in Stamford, Connecticut, where he has ministered to important congregations. His Stamford church, knowing his desire to be with Dr. Chapman upon this tour, proposed that he continue as their pastor and they would vote him a year's absence on leave. He, however, felt it would be better to resign outright, and he has been very greatly used in the Australian meetings. He is also the business man of the party and in general takes charge of the arrangements of the tour.

Mrs. Charles M. Alexander is a worthy helpmate to her distinguished husband. She became acquainted with Mr. Alexander during the progress of the Torrey-Alexander mission in England some few years ago. Mrs. Alexander is a daughter of Mr. Cadbury, the owner of the great Cadbury chocolate industry, and was brought up in a home of wealth. She has been earnestly engaged in Christian work from her childhood.

Mrs. Alexander speaks at a great many women's meetings and devotes herself very particularly to the work of the *Pocket Testament League*, which she founded. This league enrolls those who carry with them a pocket edition of the New Testament with which is also usually bound the book of Psalms.

HONGKONG LEGISLATIVE COUNCIL.

A meeting is called for to-morrow (Wednesday) at

ITCHING PIMPLES

FOR 11 MONTHS

On Girl's Face and Back—Back was Dreadful to See—Itching and Pain Kept Sufferer from Work for Weeks at a Time—Amazed at Prompt Cure Effectuated by Just

ONE SET OF CUTICURA SOAP AND OINTMENT

"Some time ago my back and face came out in a rash of pimpls. They were not so conspicuous on my face, but were very painful to bear. I was away from work for weeks at a time, but I did not complain. I was sick of trying different remedies; in fact, I did not put much faith in them, although I did try them. At last, getting tired of Cuticura Soap, I bought a box with it. I was amazed to see the difference it made, and therefore I bought a box of Cuticura Ointment. That was all I needed; the cure was complete after having been annoyed eleven months. I am now able to return to work again. My friends, Miss Jeanie Risch, Lady Smith, Gray St., Peth, Scotland, June 23, 1908."

SKIN HEALTH

Effectuated by Cuticura Soap, Ointment and Resolvent.

The agonising itching and burning of the skin, as in eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of scalp, as in dandruff; the terrible ringworm; as in ringworm; the awful suffering of infants, and anxiety of worn-out parents, as in tetter or salt rheum—all demand

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THEATRE ROYAL.

TWO NIGHTS

CHAPMAN

AND

ALEXANDER.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction, TO-MORROW (WEDNESDAY), the 1st SEPTEMBER, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

PURE IRISH TABLE CLOTHS and SERVIETTES, PILLOW CASES, WHITE SATIN QUILTS, HUCKABACK TOWELS, TURKISH TOWELS, BATH SHEETS, BROWN LINEN TOWELS, HAND-EMBROIDERED TOP SHEETS and BEDSPREADS, FIRE-O'CLOCK TEA CLOTHS, REMNANTS, LADIES' WHITE LAWN UNDERSKIRTS, WALKING SKIRTS, COMBINATIONS, ROBE, &c., &c., &c.

GENT'S SUIT LENGTHS, LACE CURTAINS and WITNEY BLANKETS, &c., &c., &c.

(All New Goods).

Catalogues will be issued.

Terms.—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st August, 1909. [1130]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamer

"JAPAN,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 1st Sept., will be landed at Consignees' risk and expense.

Consignees of cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel, will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DAVID SASSEON & CO., LTD.

Agents.

Hongkong, 30th August, 1909. [1125]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo from London & S.S. "Dordogne" and "Madeo" from Havre ex.s.s. "Dordogne" from Bordeaux & Ville de Valenciennes in connection with above Steamer are hereby informed that their goods with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd, at Kowloon whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 8 P.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th Sept., at NOON, will be subject to rent and landing charges.

All claims must be sent to me on or before the 6th Sept., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

BODWELL & CO., LTD.

Agents.

Hongkong, 30th August, 1909. [1125]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Editorials of the Week's News.

Leading Articles.

The Need of Financial Reform.

Customs Duty at Hongkong.

Education Facilities at the Peak.

The Policing of the New Territory.

Constitutional Government in China.

Parliament and Hongkong's Lost Opium Revenue.

The Foreigners in China.

Random Reflections.

Hongkong News.

The Revenue Problem.

Hongkong Legislative Council.

Mongkok-Tai Typhoon Refuge.

Correspondence:

The Hongkong Bank and the University Scheme.

Lack of Educational Facilities at the Peak.

A Star Ferry Convoy Fined.

Disobedience at Sea.

Stabbing Affair on the s.s. "Lightning."

Reported Highway Robbery.

Philippine Bonds Issued in the United States.

Opium in Hongkong and the Straits.

The Question of Railway Stations.

The Anting-Mukden Railway Question.

The Health of Weihaiwei.

Public Works in the Philippines.

Amara and Mosquitos.

The Washerman.

Supreme Court.

Maulaughter or Assault?

A Boycott of the British on the Yangtze.

Free Trade between America and the Philippines.

The Manila Opium Case.

Notes from Japan.

Company Meeting.

Hongkong and Shanghai Banking Corporation.

Hongkong and Whampoa Dock Co.

Shanghai Cotton Spinning Company.

Company Reports:

China Light and Power Company, Ltd.

Far Eastern Telegrams.

Chinese Immigration into the Straits Settlements.

Chair Beavers and Their Fares.

The Recent Earthquake in Japan.

Explosion on H. M. S. "Otter."

The Astor House Hotel, Shanghai.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 31st August, 1909.

PUBLIC COMPANIES

THE CHINA LIGHT & POWER CO. LTD.

THE EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 13th September, 1909, at NOON, for the purpose of receiving Statements of Accounts and the Report of the General Manager for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909. SHEWAN, TOMEY & CO., General Managers.

Hongkong, 28th August, 1909. [1123]

HONGKONG HOTEL COMPANY, LTD.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 11th September, 1909, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1909, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 11th September, both days inclusive.

By Order of the Board.

C. MOONEY,

Secretary.

Hongkong, 30th August, 1909. [1127]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (TUESDAY), the 31st day of AUGUST, 1909, at 11 A.M., at his Sales Room, Duddell Street, (By Order of the Liquidator of the Hongkong Milling Co., Ltd.)

17 COILS LEATHER BELTING (some new), 21 SINGER'S SEWING MACHINES, 63 CASES "COOL HOUSE" PAINT, 24 TRUCKS (2 and 4 Wheeled), 17 FAIR BANKS' SCALES, a QUANTITY of TINPLATES, COTTON THREADS, GALVANISED, IRON BUCKETS, OIL, &c., &c.

ALSO

One ELECTRIC SEARCH-LIGHT (Complete).

TERMS:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneers.

Hongkong, 28th August, 1909. [1124]

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FROM ALL WINE DEALER

SOLE AGENTS?

MITSUI BUSSAN KAISHA. [1128]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMENS & Co.

Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at 35.57 and

\$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [623]

GRACA & CO..

(Established 1896.)

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VIEW POST CARDS.

Just Received a Selection of

SENI'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16 Each.

Inspection Invited. [910]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO..

PHOTO-SUPPLIES,

SHIPPING.

ARRIVALS.

ATHOLL, British str., 3,031. Kemp, 30th Aug.
—Singapore 24th Aug., General—Dodwell & Co.
BUJUN MARU, Japanese str., 1,304. Y. Fuseno, 29th August—Shanghai 22nd August, General—Osaka Shosen Kaisha.
CHINHUA, British str., 1,355. A. Harris, 29th August—Shanghai 26th August, General—Butterfield & Swire.
CHIYUEN, Chinese str., 1,171. C. Stewart, 29th August—Shanghai 25th Aug., General—C. M. S. N. Co.
JAPAN, British str., 3,106. J. G. Olifent, 30th August—Colombo via Suez 14th August, General—David Sassoon & Co.
KUMANO MARU, Jap. str., 3,147. M. Winckler, 30th August—Melbourne via ports 2nd August, Copper and General—Nippon Yusen Kaisha.
LOONGSHANG, British str., 1,092. M. Picknell, 30th Aug.—Manila 27th Aug., General—Jardine, Matheson & Co.
RUB, British str., 1,619. R. W. Almond, 30th August—Manila 28th August, General—Shewan, Tones & Co.
SHINAKO MARU, Japanese str., 3,960. K. Kawano, 29th August—Moj 14th August, General—Nippon Yusen Kaisha.
SOSHU MARU, Japanese str., 1,117. T. Sugii, 30th August—Swatow 29th Aug., General—Osaka Shosen Kaisha.
TOKIN, French str., 6,379. Charbonnel, 29th August—Yokohama 21st Aug., General—Messageries Maritimes.
VICTORIA, Swedish str., 999. T. Eckert, 30th August—Hokkaido 29th August, Rice, and General—Walkers & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

America Maru, Jap. str., for Moji.
Chinhu, British str., for Canton.
Chunhua, British str., for Canton.
Foothow, Br. str., for Shanghai.
Itaka, German str., for Chinkiang.
J. Diederichsen, German str., for Hokkaido.

DEPARTURES.

10th August.
CHIYUEN, Chinese str., for Canton.
HAICHING, British str., for Swatow.
LINAN, British str., for Shanghai.
POLYNESIAN, French str., for Shanghai.

SHIPPIING REPORTS.

The British str., *Loomyong* reports: Fine weather, light winds and smooth sea.
The British str., *Ruba* reports: Light variable winds, smooth sea and fine clear weather.

VESSELS IN DOCK.

August 30th.
ABERDEEN DOCK.—KOWLOON DOCK—*Soreogen, Dos Hermanos, Maeban, Ho Sang, Maor King, Laiyang, Cosmopolitan Dock.*
TAIKOO DOCK—*Hawyang.*

VESSELS PASSED ANJER.

August 11, British str., Barton, June 13, from Newport for Shanghai.
August 11, British str., *Istava*, Clelland, from Sourabaya for Bombay.
August 11, British str., *Quilva*, Anderson, from Krakas for Karachi.
August 12, German str., *Rickmer Rickmers*, Jansen, May 6, from Philadelphia for Tsuruga.
August 12, British str., *Islanda*, from Bombay for Sourabaya.
August 13, British str., *Claremont*, Eno, from Colombo for Batavia.
August 13, German str., *Hessen*, Nath, Aug. 13th, from Batavia for Bremen.
August 14, British str., *Itala*, from Colombo for Cheribon.
August 14, British man-of-war *Leander*, Michel, August 14, from Batavia for Colombo.
August 15, British 4-m. Br., *Julepolis*, Dawson, April 15, from New York for Whampoa.
August 16, German str., *Hambury*, from Genoa for Batavia.
August 16, British str., *Islander*, Deans, Aug. 14, from Singapore for Christmas Island.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN." Captain J. G. Olifent, will be despatched for the above Ports on FRIDAY, the 3rd Sept., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.

(Occupying 24 Days).
Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

DAVID SASSOON & Co., LTD., Agents, Hongkong, 28th August, 1909. [1125.]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).

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VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG FOR

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

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QUEEN'S BUILDINGS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL.

SHANGHAI, NAGASAKI, KOBE, "DERFFLINGER" and YOKOHAMA ... Capt. E. ZACHARIAE About Wedday, 1st September.

KUDAT & SANDAKAN ... "BORNEO" Capt. F. SEMMEL Beginning of September.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG ... "BUELLOW" Capt. F. PROSCH Wedday, 8th Sept., at NOON.

MANILA, YAP, NEW GUINEA, M. ARON, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ WALEDMAR" Capt. F. ISEKE Friday, 10th Sept., at D'light

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th August, 1909. [1108.]



AMERICAN ASIATIC STEAMSHIP CO.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)

S.S. "INDRAPURA" ... On 17th Sept., 1909.
For Freight and further information, apply to
DODWELL & CO., LTD., Agents.

Hongkong, 25th August, 1909. [1108.]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "j," and those vessels berthing at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION

VESSEL'S NAME

FLAG & B&W

SHIP

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

LONDON &c. VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	H. Powell, R.N.E.	P. & O. S. N. Co.	On 4th Sept., at NOON.
LONDON & ANTWERP VIA SINGAPORE &c.	SUMATRA	Brit. str.	C. J. Burton, R.N.E.	P. & O. S. N. Co.	About 9th Sept.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	DORTMUND	Brit. str.	Malchow	HAMBURG-AMERIKA LINIE	7th Sept.
ROTTERDAM & HAMBURG, VIA STRAITS, &c.	SPEZIA	Brit. str.	Charbonnel	HAMBURG-AMERIKA LINIE	On 23rd Sept.
MARSEILLES, &c., VIA PORTS OF CALL	TONKIN	Brit. str.	C. H. Butler	MESSEGERIES MARITIMES	To-day, at 1 P.M.
MARSHALLS LONDON & ANTWERP VIA SINGAPORE, &c.	TAMNA MARU	Jap. str.	Ebel	NIPPON YUSEN KAISHA	To-morrow, at Daylight
HAVRE, ROTTERDAM, & HAMBURG, &c.	SAXONIA	Brit. str.	Wagner	HAMBURG-AMERIKA LINIE	On 3rd Sept.
MARSHALLS LONDON & ANTWERP VIA SINGAPORE, &c.	INARA MARU	Jap. str.	E. Takeda	NIPPON YUSEN KAISHA	On 16th Sept., at D'light
MARSHALLS ANTWERP & HAMBURG &c.	AMBIA	Brit. str.	Defant	HAMBURG-AMERIKA LINIE	17th Oct.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	CATHAY	Brit. str.	Wm. Thompson	MELCHERS & CO.	About 22nd Sept.
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	ANGUTA MARU	Jap. str.	TOYO KIEN KAISHA	On 26th Oct., at NOON	
HONGKONG MARU	ANGUTA MARU	Jap. str.	SANDER, WIELER & CO.	About 25th Sept.	
NEW YORK VIA PORTS & SUEZ CANAL	NIJPPON	Aus. str.	MELCHERS & CO.	On 17th Sept.	
BOSTON & NEW YORK	BUELLOW	Brit. str.	SHEWAN, TOMEI & CO.	On 21st Sept.	
VANCOUVER VIA SHANGHAI JAPAN, &c.	INDRAPURA	Aus. str.	DOODWELL & CO., LTD.	About 10th Sept.	
VANCOUVER VIA SHANGHAI JAPAN, &c.	ARAGONIA	Brit. str.	CANADIAN PACIFIC R. CO.	On 18th Sept., at NOON	
NEW YORK VIA PORTS & SUEZ CANAL	LENNOX	Brit. str.	DOODWELL & CO., LTD.	20th Sept.	
MONTEAGLE	LENNOX	Brit. str.	CANADIAN PACIFIC R. CO.	25th Sept.	
MONTEAGLE	NIJPPON	Aus. str.	DOODWELL & CO., LTD.	26th Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	27th Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	28th Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	29th Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	30th Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	31st Sept.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	1st Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	2nd Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	3rd Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	4th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	5th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	6th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	7th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	8th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	9th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	10th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	11th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	12th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	13th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	14th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	15th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	16th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	17th Oct.	
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MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	19th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	20th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	21st Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	22nd Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	23rd Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	24th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	25th Oct.	
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MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	29th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	30th Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	31st Oct.	
MONTEAGLE	SHILOH	Brit. str.	DOODWELL & CO., LTD.	1st Nov.	
MONTEAGLE	SHILOH</td				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 2nd Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 4th Sept.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, SUMATRA	Capt. R. Powell, E.N.E.	Sept.	Advertisement.
ANG, COLOMBO, PORT SAID and MAESSELLES	Capt. C. J. Benton, E.N.E.	Sept.	Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. H. N. Rivers	About 10th Sept.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th August, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 31st Aug., 3 P.M.
HOLHOW and HAIPHONG	"SINGAN"	On 2nd Sept., 9 A.M.
TSINGTAU, CHEFOO and NEWCHWANG	"KUHLANG"	On 2nd Sept., 2 P.M.
SHANGHAI	"CHINHUA"	On 2nd Sept., 4 P.M.
MANILA	"CHENAN"	On 5th Sept., D'Light
WEIHAIWEI and TIENTSIN	"TAMING"	On 7th Sept., 4 P.M.
ILLOIO	"KUEICHOW"	On 8th Sept., 4 P.M.
SHANGHAI	"KAIFONG"	On 8th Sept., 4 P.M.
MANILA	"ANHUI"	On 9th Sept., 4 P.M.
SHANGHAI	"LINAN"	On 12th Sept., D'Light.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. Hongkong, 31st August, 1909.

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.**

DESTINATION STEAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE "TRANQUEBAR" ... 23rd September.
COPENHAGEN and BALTIC PORTS ... "CATHAY" ... About end of Sept.

For Further Particulars apply to MELCHERS & CO., AGENTS. Hongkong, 26th August, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LEAVING.

"HAIYANG" Capt. A. E. Hodgins SWATOW, AMOY and TUESDAY, 31st Aug., 2 P.M.
"HAIMUN" Capt. Evans SWATOW THURSDAY, 2nd Sept., 2 P.M.
"HAICHING" Capt. W. C. Passmore SWATOW, AMOY and FRIDAY, 3rd Sept., 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to— DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS. Hongkong, 31st August, 1909.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS FOR SAILING.

TIENTSIN DIRECT "CHIPSHING" Tuesday, 31st Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA "KUTSANG" ... Wed' day, 1st Sept., 3 P.M.

SHANGHAI "FOOSHING" ... Wed' day, 1st Sept., 3 P.M.

SHANGHAI "KWONGSANG" Thursday, 2nd Sept., 4 P.M.

MANILA "LOONGSANG" Friday, 3rd Sept., 4 P.M.

SANDAKAN "MAUSANG" Friday, 3rd Sept., 4 P.M.

SINGAPORE, PENANG & CALCUTTA "LAISANG" Saturday, 4th Sept., 2 P.M.

MANILA "YUENSANG" Friday, 10th Sept., 4 P.M.

SINGAPORE, SAMARANG and "HINSANG" Tuesday, 14th Sept., 2 P.M.

SOUTHERN, YOKOHAMA, KOBE & MOJI "NAMSANG" Friday, 17th Sept., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOSHING" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Seas) and Moji to Hongkong, providing a

to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Daha, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. Hongkong, 30th August, 1909.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP.	TAMBA MARU, Capt. C. H. Butler.	6,500	WED'DAY, 1st Sept., at Daylight.
PEKING, PENANG, COLOMBO and PORT SAID.	INABA MARU, Capt. R. Takeda.	6,500	WED'DAY, 15th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG.	S SHINANO MARU, Capt. K. Kawara.	7,000	TUESDAY, 14th Sept., at 4 P.M.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	STANGO MARU, Capt. S. Iakimura.	8,000	TUESDAY, 26th Sept., at 4 P.M.
SINGAPORE and MELBOURNE.	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 3rd Sept., at Noon.
MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. M. Wheeler.	6,000	FRIDAY, 1st Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA.	MOYORI MARU, Capt. M. Winkler.	6,000	WED'DAY, 1st Sept., at Noon.
SINGAPORE and COLOMBO.	HAKATA MARU, Capt. J. C. Richards.	4,000	THURSDAY, 2nd Sept., at 5 P.M.
KOBE and YOKOHAMA.	KITANO MARU, Capt. F. E. Cope.	6,500	FRIDAY, 24th Sept., at 5 P.M.
SHANGHAI, MOJI and KOBE.	YETOTOROFU MARU, Capt. K. Suyeda.	9,000	WED'DAY, 8th Sept., at 5 P.M.
		4,500	September. ¹ Cargo only.

Fitted with New System of Wireless Telegraphy.

Omitting Keelung and Shimizu.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

• Mails from EUROPE via SIBERIA:—
Date of Dispatch from London. Date due in Hongkong. Vessel.
11th August..... Today..... Korea.

The Korea, with the American mail, is due to arrive here to-day, at 4 p.m. The *Derflinger*, with the German mail of the 31st July, left Singapore on Thursday, the 26th inst., at 2 p.m., and may be expected here to-day, at 5 p.m. The *Asiatic*, with the English mail of the 6th August, left Singapore on Saturday, the 28th instant, at 9 a.m., and may be expected here on or about Thursday, the 2nd Sept., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the 6th July, and for parcel mails closed in London for despatch by the all-sea route on the 28th July, and for despatch overland on the 4th August.

FOR	FROM	PERM	DATE
EUROPE, &c. India via Takuoo.			
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents.)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)			
Manila.....			
Amoy.....			
Swallow, Amoy and Foochow			
Sampan and Bourabaya			
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